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Hongkong, 4th December, 1907. [a32]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
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The Daily Press.

HONGKONG, JUNE 29TH, 1911.

A thoughtful and very interesting article has recently appeared in *The Times* on Europe's relations with Asia. The reflections are those of an exile who has returned to England after years of absence, and they may be described as a warning to his countrymen against self-complacency. The exile "listens to unvarnished schemes for making work easy and thrift obsolete, which seem to imply that the country has some inexhaustible mine of hidden wealth." He hears of the coming of the day when the burden of life is to be lightened, and all men are to be leisured and happy. No one, he thinks at last, seems to see for a moment that the struggle for existence in the West may grow keener, but he (the exile) knows that they would see it if they would but look with uplifted eyes to the East. Thereupon he proceeds to dwell upon the awakening of the countries of Asia, and to discuss the problems which in their gradual development are likely to determine the character of the relations between Europe and Asia in the present century—the problems of India, of China and of the Middle East. In the determination of these three problems he discusses briefly three great factors which must exercise a preponderating influence, namely (1) the development of land communications, which is completely revolutionising the Asiatic problem; (2) the rejuvenation of the Asiatic peoples, prompted by Japan; and (3) the industrial development of Asia. Most people will probably agree with the writer that the coming conflict between

Europe and Asia will be, in its most permanent form, a war of industrial competition but there is surely room for the thought that it will be centuries yet before it becomes a war likely to have dire results to Europe. Three quarters of a century ago it had become almost a fixed article of faith in Great Britain that just as the power and civilisation of maritime Italy succumbed to the enterprise of Spain and Portugal, and these in turn were superseded by the more industrious traders of Holland, who in their turn sank into insignificance before the gigantic growth of the manufacturing industry of Great Britain; so the latter Power would lose her naval and commercial dominion before the rapid advance of the United States. We need not dwell upon the falsification of those hopes. Everyone knows how completely those predictions have been falsified. In spite of—indeed may it not be said, in consequence of?—the industrial development of other countries as well as our own, the total general trade of Great Britain in the last fifty years has quadrupled. In 1850 the statistics show that the total of trade in the United Kingdom represented £6 10s per head; in 1910, it represented £24 1s. 4d. For decades past we have been accustomed to lamentations about increasing competition. The answer to them is to be found in the increasing volume of trade. What has happened in the United Kingdom has been the common experience of Europe that the economic development of the nations of the West has been mutually beneficial, why should the contrary be feared when it comes to estimating the results of economic development in the backward countries of Asia? Japan in the last twenty years has made remarkable progress in the absorption of Western economic ideas, and has already become a commercial Power of some importance. When we consult the statistics of her foreign trade to trace the effect of this development, we find that since 1895 they show not only a remarkable growth in imports, but also that whereas prior to that date, when the industrial revolution may be said to have begun in earnest, exports almost invariably exceeded imports, the reverse has been the case since. Theoretically the argument that the economic development of the Eastern nations involves the extinction of Western trade appears sound, but so far as experience can guide us in forming a judgment on the subject, the economic progress of the Eastern nations spells benefit rather than disaster to foreign trade.

new Territory is a particularly good one this year.

The English mail of the 27th May was delivered in London on the 27th June.

H.M.S. *Monmouth* went into dock yesterday for repairs which will probably take about two weeks to complete.

The latest tea export statistics from Foochow show a very considerable advance on those for the corresponding date last season.

The Japanese Naval Department is preparing to construct a dock at Yokosuka, capable of accommodating 30,000 ton battleships.

An announcement appears among our advertisements to-day of the opening of the Hippodrome Circus and Menagerie, with many first-class attractions, on Jan'y 4th at Causeway Bay.

In a Japanese coronation procession at Kobe a song was sung which has been roughly rendered into English as follows:—"Divided by ten thousand miles of sea, yet one at heart and mind are we. Raise then to heaven our voices in celebration of this great occasion."

The *Globe* recently had the following paragraph:—"Mr. Hugh Clements predicts that the weather on Coronation Day will be unsettled at Calcutta, Peking, Hongkong, Brisbane, Sydney, and Adelaide. Thanks for the hint, but we do not intend to be at one or any of those places on Coronation Day." From a weather point of view the writer might have done better than remain in London.

An appeal against the sentence condemning Mrs. Prondlock to death has been lodged, and unless the efforts which are now being made to secure a free pardon are successful, the re-trial of the case is expected to take place about the end of July. In the telegram sent by the women of Kuala Lumpur to the Queen it is mentioned that Mrs. Prondlock is 23 years of age.

The 15th instant was the sixth anniversary of the founding of the *Hitachi-maru*, which was sunk by the Russian squadron in the Korean Channel during the late war. Lieutenant-Colonel Sachi and 635 officers and men going down with the vessel. A religious service was held at the Aoyama Cemetery, Tokyo, in commemoration of the anniversary, and was attended by the First Regiment of the Imperial Guards.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE SEAMEN'S STRIKE.

SHIPOWNERS' CONFERENCES.

LONDON, June 28th.

A Conference of British Shipowners is to take place to-day to consider a proposal to fix a standard wage.

The shipowners of Liverpool yesterday agreed that each Company should have freedom of action in granting or refusing concessions.

Subsequently seven Lines arranged a settlement with their men.

Other Companies are expected to follow suit, thus terminating the strike so far as the Mersey is concerned.

Mr. Havelock Wilson, the strike leader, announces that nearly every Company in London has settled with the men.

The situation is most serious at Hull, where the railwaymen threaten to strike to-day in support of the seamen.

AMERICA'S ARBITRATION PROPOSAL.

BRITISH REPLY RECEIVED.

LONDON, June 28th.

A Washington telegram states that the British reply to President Taft's Arbitration proposal has been received, and the Administration hopes that the Treaty will be submitted during the present session of the Senate.

AUSTRALIA'S MILITARY COLLEGE.

LONDON, June 28th.

Lord Dudley, the Governor-General, in opening the Australian Military College at Duntroon, said he was glad that New Zealand was sending cadets there. The friendship thus formed would lead to a closer bond between the two sentinels of the Empire in the South Seas.

FRANCE'S NEW MINISTRY.

LONDON, June 28th.

The French Cabinet has been completed. M. Cruppi has been appointed Minister for Justice; M. Desclaux, Prefect of the Seine, for Foreign Affairs; a civilian, M. Mesnager, has been appointed War Minister, and M. Lebrou, Minister for the Colonies.

THE FESTIVAL OF EMPIRE.

LONDON, June 28th.

Eight hundred Japanese sailors visited the Festival of Empire to-day.

THE POLITICAL SITUATION IN GREAT BRITAIN.

LONDON, June 28th.

In consequence of the attitude of the Lords in regard to the Veto Bill, the Liberal members of the House of Commons who are contemplating visits abroad have been warned not to leave the country.

The suspense in political circles is described as more intense now than in the autumn of 1909, when the House of Lords was debating the expediency of rejecting the Budget.

PRINCE OF WALES REVIEWS TROOPS.

LONDON, June 28th.

The Prince of Wales, accompanied by Princess Mary and Prince George, made his first official inspection of troops, reviewing the Colonial troops at Chelsea. At the conclusion the South Africans gave the Zulu war cry and the New Zealanders gave a Maori war dance. Prince George was so delighted that he insisted upon an encore being given.

TURKISH TROUBLES.

LONDON, June 28th.

The Porte has extended the time limit for the submission of the Malissori for another fortnight.

SIR FRANCIS YOUNGHUSBAND.

LONDON, June 28th.

Sir Francis Younghusband is lying in a sanatorium at Verviers in Belgium with both legs fractured.

[THROUGH REUTER'S AGENCY.]

GARDEN PARTY AT BUCKINGHAM PALACE.

LONDON, June 28th.

Their Majesties gave a garden party at Buckingham Palace. The weather was ideal, and some six thousand guests attended. The floral decorations were exquisite and the scene was a brilliant one.

THE INTERNATIONAL SEAMEN'S STRIKE.

LONDON, June 28th.

The Conference of coasting shipowners, representing forty-one firms in the United Kingdom, has decided that there is no justification for the increase of wages.

THE DECLARATION OF LONDON.

PROTEST BY SHIPPING INTERESTS.

LONDON, June 28th.

A great meeting to protest against the Declaration of London was held at the Cannon Street Hotel. The following resolution was passed: "Resolved that this meeting representing the mercantile shipping interests of the country considers the Declaration to be highly prejudicial to commercial interests and gravely threatens the food supply of Great Britain."

Mr. Balfour, in moving the resolution, urged that it was a non-party question and must be viewed from the national standpoint. The Declaration marked a backward step. The blockade and seizure of foodstuffs were almost England's only methods for exercising pressure. The Declaration hampered these. Another vital point was the conversion of merchantmen into cruisers. Despite every naval precaution we might be starved into surrender.

An overflow meeting was afterwards held.

THEIR MAJESTIES AT THE THEATRE.

LONDON, June 28th.

The gala at His Majesty's Theatre to-night includes scenes from "The Merry Wives of Windsor" and "David Garrick." Sir Denham, Mrs. Denham, Mr. Denham, Miss Ellen Terry, Mrs. Kendal, and a host of celebrated actors and actresses will take part. The prologue will consist of a rhymed address to the King, written by Mr. Owen Seaman, and will be delivered by Mr. Forbes Robertson.

RACIAL QUESTIONS IN SOUTH AFRICA.

LONDON, June 28th.

At question time in the House of Commons yesterday, Colonel Seely stated that complaints had been made that the Transvaal Gold Law and Townships Act operated against British Indians. The question was now being investigated by the Union Government, who had lately stated that it had no intention of interfering with any business right exercised by the Indians prior to the date of the legislation in question.

THE GOLF CHAMPIONSHIP MEETING.

LONDON, June 28th.

The following scores by amateurs in the open golf championship meeting at Sandwich have been made: Blackwell, 71; Taylor, 72; Duncan, 73; Hepburn, Harry Vardon and Lowe, 74 each.

UNIONIST ORGANISATION.

LONDON, June 28th.

The prominent Tariff Reformer, Mr. A. H. D. Ramsey Steel-Maitland, M.P., succeeds Mr. Acland Hood as chief organiser of the Conservative Party, and will exercise all other party functions except that of Whip.

OBITUARY.

LONDON, June 28th.

Mr. Samuel Jeyes, assistant editor of the *London Standard*, is dead.

[Among the many publications of the deceased journalist are "The Life and Times of the Marquis of Salisbury," "Mr. Chamberlain: his Public Career," etc.]

[“DAILY PRESS” EXCLUSIVE SERVICE.]

SIR ROBERT HART'S EXTENDED LEAVE.

PEKING, June 28th.

The Official Gazette explains that Sir Robert Hart's extension of leave was granted because he had been fifty years in the Imperial Maritime Customs service.

CHINA'S CURRENCY LOAN.

PEKING, June 28th.

It is circumstantially rumoured that Russia and Japan have jointly protested against Article 16 of the Currency Loan.

THE YOKOHAMA TRAGEDY.

PROPOSED APPEAL FROM DECISION OF THE COURT.

TOKYO, June 28th.

The crews of the United States Asiatic Squadron have raised 5,000 yen, and American ladies in Yokohama have raised 1,000 yen, to finance an appeal from the decision of the Japanese Court which sentenced Seaman Atkins to five years' imprisonment for the manslaughter of another seaman named Saunders in the American Naval Hospital.

AGITATION AGAINST GROSSHOPS.

TOKYO, June 28th.

The discovery of the body of Gunner Root of the American Navy in the harbour at Yokohama has fanned an agitation against the grosshop district, which has been boycotted by the sailors of the U.S.S. "New Orleans."

GOVERNMENT HOUSE.

His Excellency gave an official dinner at Government House last night, the guests including the following:—Mr. G. M. Young, Mr. and Mrs. Stollart Kennedy, Mr. G. S. Gubbay, Mr. and Mrs. Berindog, Mr. and Mrs. Eldon Potter, Mr. R. M. Dyer, Mr. and Mrs. Tisdall, Mr. and Mrs. Crane, Mr. Shellim, Major Taylor, Dr. and Mrs. Schofield, Mr. Fennar, Mr. Codrington, Mr. Howatson, Dr. Tollerens, Monsieur Dajon, Mr. and Mrs. Claxton, Mr. Garrett, Mr. E. A. Irving, Mr. and Mrs. Wakeman, Mr. M. H. Logan, Mr. and Mrs. Montague Edo, and Mr. W. D. Barnes.

CHINA'S TRADE.

FIRST QUARTER'S SALES AND SHOW DECREASED TRADE.

We have received from the Chinese Imperial Maritime Customs the Customs Gazette giving the statistics of trade for the first quarter of the present year. The revenue for the quarter amounted to Tls. 7,939,846, showing a decrease of Tls. 423,311 as compared with the corresponding quarter of last year.

It is noteworthy that the revenue from opium duty in the period was Tls. 228,680 as compared with Tls. 383,241 for the same period last year, while opium like shows a drop from Tls. 951,091 to Tls. 599,555. Decline in the revenue, however, is shown under every heading—import duty, export duty, coast trade duty, tonnage dues and transit dues.

The following statistics showing the collection at the southern ports will be of interest to our readers:—

	1911.	1910.
Foochow	171,651	168,735
Amoy	194,352	180,878
Swatow	359,761	414,618
Canton	650,465	773,823
Kanton	6,711	82,552
Samsui	79,365	78,492
Wuchow	134,795	127,794
Nanning	24,283	24,975
Kingchow	21,387	46,972
Pakhoi	22,343	27,028

FORTHCOMING RETIREMENT OF MR. KENNARD DAVIS.

The Times of May 23rd contains the following paragraph under the above heading:—

"We understand that Mr. S. Kennard Davis will retire from the position of underwriter to the London Assurance Corporation on June 30 in order to take a well-earned rest. Mr. Kennard Davis was in business for many years as an insurance broker, and went to the London some 25 years ago, during the last 10 of which he has occupied the underwriting chair. His record is one of consistent success, and he is held in very high esteem both by those who are intimately associated with him in work and those who know him mainly as one of the leading authorities in the London market."

Mr. S. Kennard Davis is a brother of Mr. L. Kennard Davis, of the North China Insurance Co., Ltd., who is well known throughout the Far East, and is at present in charge of the Company's Hongkong office.

THE DRUG HABIT IN THE FAR EAST.

The Times correspondent at Sima on the 2nd inst. cables:—

"It is strongly felt that if America insists upon an opium conference at The Hague the question of the importation of cocaine and morphine into China will have to be thoroughly considered. India's sacrifices of opium revenue is increased unless the importation of these drugs is prohibited by agreement among the Treaty Powers. In parts of India, like Bombay the cocaine habit is an increasing curse."

THE CORONATION CELEBRATIONS.

Sir Francis Pigott has sent to H. E. The Governor the following acknowledgment of the services of the officials:—

Sir,—I have the honour to request your Excellency to convey to the Heads of the different Departments, and their officers, the thanks of the Committee for their efficient co-operation during the recent celebration:—

To the Director of the Public Gardens for his untiring zeal in promoting the success of the Fête on the first night;

To the Harbour Master, for his strenuous labours which brought about the success of the Fireworks and other work in the Harbour on the second night;

To the Director of the Public Works Department, for falling in with the general scheme of illumination, and making the Government Buildings so effective a part of the display;

And, finally, to the Captain Superintendent of Police, on whose forethought the success of such undertakings entirely depends.—I have the honour to be, Sir, your Excellency's most obedient servant,

(Sd.) F. T. Pigott, Chairman.

P.S.—I have forgotten the Postmaster-General. He helped us enormously in the difficult problem of distributing circulars, programmes, etc.

THE CORONATION CELEBRATIONS AT SHANGHAI.

Although there have been a number of occasions in the history of Shanghai which the community has celebrated with the utmost enthusiasm, probably none, says the *N. C. Daily News*, has awakened the same interest as the Coronation of King George V., which the whole Settlement united in making an event of rejoicing. From an early hour the scene was animated in the extreme. At that time a suggestion of bright sunshine promised that genuine King's weather, for which all had been hoping, would prevail, and although these hopes were doomed to some slight disappointment as the day wore on and the atmosphere turned out rather close under a dull sky, the conditions were most favourable than had been probable a day or two before. Throughout the day decorated motor cars and carriages swept in unbroken streams along all the principal thoroughfares, and great credit must certainly be given to the police for the admirable control by which these as well as the enormous crowds of pedestrians, filling the pavements and over-flowing into the roads, were kept in order, in comfort and in safety. The crowds were swelled on this occasion beyond the normal population of Shanghai, for within the past few days hundreds of Chinese had been pouring into the Settlement by train and boat to witness festivities which, to judge from their countenances, were a constant source of wonder, interest and admiration.

The river as well as the Settlement presented a festive appearance, and the panorama from the Bund showed that scarcely a vessel had omitted to dress ship, while several small boats had ventured upon a scheme of decoration which was as effective as it was ambitious. As a matter of fact, the day's rejoicings practically opened on the river by a cruise of the Yacht Club. Previous to this, at eight o'clock, the hoisting of the flag had taken place at the Consulate, this having been performed by the Baden-Powell Boy Scouts in presence of the Consul-General. The cruise of the yachts was followed by a brief ceremony in the floating headquarters of this club. Then came the more solemn portion of the day's doings, the principal of which was the service in Holy Trinity Cathedral, while there were also services in St. Joseph's Church and the Synagogue. At 10 o'clock the Royal Salute was fired from the forebore, and a reception took place at H. M.'s Consulate-General. The celebrations then took the form of sports in the afternoon, for both blue-jackets and children, and the finishing touch was given by a magnificent procession at night followed by fireworks.

Besides the local bodies taking part in the rejoicings, representatives of all the navies in port participated, and arrangements had to be made for the accommodation of no fewer than 450 British blue-jackets. Of these 250 fifteen and under 16 were at the Raffles Club and overnight slept in tents at the Raffles Club, while the others had their meals at the Cathedral School and slept the night at the Hanbury Institute. Towards two o'clock in the afternoon a number of the blue-jackets brought ashore a couple of their naval guns, and the smart way in which they handled them won the highest admiration from the assembled spectators.

In addition to the official programme of the day one or two of the clubs and houses kept open house, and the scene at the Shanghai Club at 11 a.m. was a memorable one. The British members of the Club had united to entertain the members of other nationalities, and at half-past twelve all nationalities, in the reading room. Here Mr. W. A. C. Platt, Chairman of the Club, called upon those present to drink the toast of Their Majesties, which was done to the accompaniment of three very hearty cheers, and the enthusiastic singing of the national anthem. The members of every nationality present joined in the occasion with all heart and spirit, and seldom has a happier function, in which all were wholly united, been witnessed. All strove to make it representative of the feelings of the community, and they succeeded.

KAISER'S DAUGHTER.

BETROTHAL DENIED.

Count Eulenbury, Chief Court Marshal, describes as "a complete invention" the report revived by a Berlin news agency, of the betrothal of the Emperor's daughter, Princess Victoria Louise, to Prince Adolf Friedrich of Mecklenburg-Strelitz. It is possibly with the object of countering this rumour that the Emperor and Empress will leave the Princess at home when they set out to pay a visit to the Court at New Strelitz.

SUPREME COURT.

Wednesday, June 29th.
IN ORIGINAL JURISDICTION.
[BEFORE THE FULL COURT]

CONSTRUCTION OF A CHINESE WILL.

The hearing of the action between Lau Leung Shi and others and Lau Po Tsun and others for the determination of questions arising on the construction of the will of Lau Chin Ting, and other questions in the administration by the executors of the estate, was continued.

Sir Henry Berkeley, K.C., instructed by Mr. Needham, appeared for the plaintiffs, and Mr. Eldon Potter, instructed by Mr. G. Hastings (of Messrs. Hastings & Hastings), represented the defendants.

Mr. Potter said he did not quite appreciate the extent of Sir Henry Berkeley's argument: whether it was, that assuming there was conversion under this will, the bequest to sacrifice fund was valid.

Sir Henry Berkeley—Yes, because it comes under the law of domicile.

Mr. Potter—My friend's contention is this: that if the whole personality is movable, then the doctrine of perpetuities does not apply.

The Puisse Judge—That is what I think.

Mr. Potter said it must be that, otherwise his argument was of no avail at all. Sir Henry admitted that if property remained leasehold those leaseholds could not be dedicated to sacrificial funds. His argument was that leaseholds having been turned into money and become movable, the doctrine of perpetuities did not apply at all. As he (Mr. Potter) submitted, the doctrine of conversion did not apply to this case. Sir Henry, rather unintentionally, misled the Court by talking about the blending of realty and personality. Unless there was a specific direction in the will, the doctrine of conversion did not apply. The doctrine of realty did not apply to leaseholds in any shape or form.

The Chief Justice—There is some leasehold property?

Mr. Potter—Most of it is leasehold.

The Chief Justice—Has any leasehold been sold?

Mr. Potter—I don't think so. There is also a lot of mortgaged property.

The Chief Justice—There remains a certain amount of personality?

Mr. Potter said there was a certain amount of money which could be converted, and in paying the testator's debts the pure personality was the first that would be used. There must be direction by a testator before the doctrine of conversion could apply. The doctrine of conversion did not apply to this case, as there was no real estate and no property to convert. It was a most dangerous doctrine to bring in, because if those leaseholds converted, they would be giving the property to a different set of heirs than those who would get it otherwise. He thought there was a misunderstanding yesterday regarding what he said with regard to sacrificial funds. He submitted that any bequest of any property to sacrificial funds was a bequest which would not be upheld by the Court, because such a bequest was void as offending the rule against perpetuity. That rule applied to this Colony, and it was against public policy to allow property to be tied up in such a way that it could never be alienated.

The Chief Justice—Discarding superstitious uses.

Mr. Potter—Yes, I have contended that they apply to this Colony, but apart from that the doctrine against perpetuities is adverse to any such bequest. The rule of perpetuities applies to personality as much as to realty. It is contrary to the law of England to tie up property beyond a period of time extending over life or lives in being, and for a further period of 21 years.

The Chief Justice—I think it is clear that if a man tied up shares in a French bank the rule of perpetuities would not apply.

Mr. Potter—I agree, but may I go further and say that if a man tied up notes in the Bank of England the law would apply.

The Chief Justice—Yes, because it is property in England.

Mr. Potter said he would pass from the theoretical to the practical side of the question. There was no loose money in this case at all. He submitted that any property came within the rule of perpetuities.

The Puisse Judge—I think the law of Hongkong applies to leaseholds.

Mr. Potter submitted that the law of Hongkong with regard to leaseholds must inevitably be the English law. Intestacy in this case was created because one of the usages or customs of the Chinese was hostile to English law. The deceased had died testate, but by the operation of the law one of his bequests was held to be void. If an Ordinance of Hongkong was held to bring into operation in this Colony Chinese law and custom without exception, then it must mean that leaseholds here would devolve in such a way as to make Crown leaseholds to sacrificial funds absolutely valid, and the Common Law of England would be set at naught.

The Chief Justice—There is an intestacy supposing we hold the sacrificial fund void.

Mr. Potter—Yes.

The Chief Justice—And then we will go according to the law of China?

Mr. Potter—As regards leasehold property in this Colony, I am going to submit that daughters will inherit if they are legitimate, because the property will devolve according to the Statute of Distributions, although according to the law of China it may be that sons alone inherit to the total exclusion of daughters.

Mr. Potter, continuing after the fifth adjournment, submitted generally with reference to Ordinance 1 of 1857 that with regard to lease-

holds the Court must hold on the authorities he had quoted that leaseholds did not devolve according to the custom of the Chinese, because their Lordships would see that that Ordinance did not say that any property was to devolve according to Chinese custom, but seemed to say that if any property must devolve according to Chinese custom, then this Ordinance saves that custom for the Chinaman. He thought he was stating the law of China correctly when he said that any Chinese children of consanguinity were considered and admitted to be really the children of the kit fat. They were in China considered to be legitimate. They were not illegitimate because they were the children of consanguinity.

The Puisse Judge—They call the kit fat their mother, and their own mother "little mother."

Mr. Potter—Yes, and they are in China taken to be legitimate. Proceeding, Counsel said that the Statute of Distributions only recognized one wife, although it recognized as many legitimate children as there were. With regard to the sacrificial fund, he submitted that the bequest was void, and the leasehold property involved, or mortgages on leasehold property, must devolve according to the Statute of Distributions. There was the question as to whether one share for the relief fund of the poor was void. It was not part of his duty to try to get any charitable bequest set aside. But there was this about the will. There were two provisions for charity: one bequest for the relief fund for the poor, and the other for charity. It was difficult for the Court to say what was exactly the meaning of that, because the fund for the relief of the poor was in fact a charity within the meaning of our law. Apparently the testator had made overlapping bequests. It was for their Lordships to say whether the will on that particular point was uncertain, because if it was uncertain, then it was void.

The Chief Justice—All charities are not for the relief of the poor.

Mr. Potter—It is always in your Lordships' power if there is charitable intention plainly expressed to say how that charitable bequest is to be carried out.

The Chief Justice—Charity might well cover organized charities.

Mr. Potter—I quite admit that. Continuing Counsel stated that the other two bequests were for relations of the same clan and relations by marriage. They were strange bequests. Dealing with the estate or interest of the deceased's consanguinity, Mr. Potter stated that at the beginning of the will the testator apparently bequeathed one share to each of the consanguinity absolutely. Then at the end he said that the bequests to the secondary wives should after death revert to the estate. He submitted that it was clear that they could only take a life interest in those shares. Regarding the question of domicile, the fact that the deceased worshipped the tombs of his ancestors in China would not prove that he had changed his domicile; and the fact that he wished to be buried among his ancestors could not be said to be evidence that he did not intend to reside permanently in Hongkong.

The Puisse Judge—Where did this man die?

Mr. Potter—In Hongkong. And in one of the affidavits in the case it will be found that there is very strong evidence of a change of domicile.

Sir Henry Berkeley said the affidavit of some of the sons showed that while the deceased was building a bridge near Honan he expressed his intention of returning to Canton to live when the bridge was built. The onus was on the other side to prove the domicile of origin, and it had not been discharged. If by virtue of Ordinance 1 of 1857, or by the conversion of the leaseholds into money, the bequest to the consanguinity must be regarded as money, then the testator died intestate as to money, and the law of the domicile would apply to the distribution, and not the law of England or Hongkong according to the Statute of Distributions. When he opened the case yesterday he did not appreciate the important bearing the Statute, 1 of 1857, had upon the question as to whether a bequest upon leaseholds was regarded as money or land. It seemed to him quite clear that the effect of that Statute was to make that property distributable according to the law of domicile. He had submitted that there was a conversion of these leaseholds into money, not, as was said by his friend, by the executors for the purpose of administration. But there was a conversion by the will, by the act of the testator in treating the whole of the estate as one fund; by blending land and money together and treating it as one fund. Mr. Potter was quite in error in submitting that the conversion did not apply to leasehold property. It applied to all land, freehold, leasehold and copyhold so long as the intention of the testator existed. The rule as to perpetuities was a peculiar English rule. It had no counterpart, so far as Counsel was aware, in the law of China. If this property had all been converted into money, the rule against perpetuities would have no application. It was governed by a law which knew nothing about perpetuities. If their Lordships should have any doubt as to whether the gift to the consanguinity could be regarded as superstitious uses, perhaps they would make inquiries of the Registrar-General.

The Chief Justice—It is understood by the consent of the parties that we should consult Dr. Ho Kai.

Sir Henry Berkeley—We will leave it to your Lordships, but would suggest that the official source would be better.

The Chief Justice—If we are driven to it, we may have to take definite evidence.

The Court then adjourned.

PARIS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS"]

Paris, June 2nd.

THE RISING GENERATION.

The French are still trying very hard to solve that very vexatious problem, "What shall we do with our sons and daughters?" In France, as practically everywhere else, fathers have a tendency to bring up their sons after their own career. Daughters stand a much better chance, for as soon as they get old enough, mothers look out for husbands, and so get them off their hands as quickly as possible. A few, unfortunately, have to work hard for a living, and their lot is not an enviable one; either they take the "wrong turning" and go adrift, or, if straightforward, they have to toil like niggers for miserable pittance which soon brings them to their grave, or causes them to commit suicide. It is not always good policy for a father to induce a son, or sons, to follow the same occupation. A boy very often has no inclination for his father's business, being otherwise gifted. This is the very important point which fathers too often overlook. Numerous instances exist in France in support of this remark. Take President Fallières to begin with, who began life as a humble vigneron, or vine-grower. Had he belonged to the Marne district, he might probably be no longer alive to-day, as he would have either been swept off his feet by the advocates of direct action, or lost a hand at the sack of Ay, for which he would have been heavily punished. Fate ruled otherwise, and he gradually rose to the highest pinnacle of fame in France. M. Méline, one of France's foremost statesmen, is said to have no small opinion of himself as a collector. Fancy M. Germain, so popular a figure at the Théâtre des Nouveautés, winning distinction at country shows as a horticulturist! Further instances of diverse talents are found in M. Ravel, of the Comédie-Française, who is justly proud of the fact that he is the inventor of an apparatus for re-floating submarines. If M. Saint-Saëns, the delightful composer, is not an expert on music, there is no mistaking his other vocation as a recognised authority on grammar. M. Clemenceau, the ex-Premier, is not only a famous statesman, but equally excels in journalism, the drama, and medical science (he is a doctor by profession). M. Alexandre Duval is well-known to be secret, ly ambitious to go down to posterity as a writer of plays rather than a leading restaurateur or restaurant-proprietor. M. Paul Monnet, the actor, son of the "father of tragedy," cultivates peas with great success. M. Combes, the eternal adversary of the clericals, is never so happy as when indulging in his favourite pastime—verse-making. The German Emperor is also an all-round man, and is so gifted by Providence that he can successfully turn his hand at a dozen things; he not only paints, but makes statues, is a musical composer, and runs a pottery, to only mention a few of his diversified Imperial talents. Carmen Sylva is a most talented Queen, as the literary world is aware. M. Dejadard-Bonnet, who is a distinguished painter, has laid aside his palette in order to become Minister of Fine Arts. The late born statesman, Waldeck Roussau, had for chief hobby painting, and his studio was the rendezvous of the élite. The late M. Bertaux, prior to being appointed Minister of War, was a leading stockbroker. Baron Henri de Rothschild, in spite of his millions, is a hard-working medical man and playwright. Compliment M. Antoine, of the Odéon, on his marvellous knowledge of the points of popular boxes, and you will be sure to please him more than if you told him that he was the finest stage-manager in France—which he is in any case. Ex-Premier Briand will look the picture of happiness if you address him as a skilful angler; everything connected with the rod and life interests this keen sportsman. One of the most accomplished dancers at the Opera has just passed all the law examinations with the view of becoming a magistrate. France boasts of a leading aviator, who, previous to flying, had an ambition to become a State librarian. While there must, of course, be some men and women who feel their real vocation in life, there are, as we have just seen, an enormous number of people in France and elsewhere who are evidently in the wrong place. Parents should devote greater attention to finding out what natural gifts their sons possess, and not stand in the way of their making a name for themselves in that particular sphere.

Unless Provincials come to Paris they have no opportunity of seeing members of La Garde Républicaine, who are certainly the finest men of size and bearing in the French army, and are far smarter in general appearance than any others of the soldiers of the République. In order to remedy this drawback it has been suggested that in future President Fallières should be accompanied by a bodyguard of the Republican Guards on his official journeys to distant parts of France, in the same way as was the late Emperor Napoleon III, by his *Cent Gardes*, all picked men over 5 feet high. The suggestion is likely to be crowned with success; it has been popularly received. The idea is really considered a good one for several reasons, one of which is that the smart men of the Republican Guard would certainly create enthusiasm for the Army in the outlying Provinces of France. The ordinary French soldier, useful as he is, is not, comparatively speaking, a very decorative person.

LABOUR EXCHANGES.

There are at the present time 145 Labour Exchanges, most of which are subsidised by the municipalities and the departments, the buildings being placed gratuitously at the men's disposal by the Government authorities. It is

a remarkable fact that the Exchanges have found it difficult to place a total of 60,000 in the course of one year, whereas, during the same period, employers have notified to them a total of 75,000 lights available! The first Labour Exchange was opened in Paris in 1887; it was replaced in 1892 by a sumptuous building erected at the expense of the Municipal Council.

EXPOSITIONS.

A decision has been arrived at to the effect that there is to be no Exposition Universelle or World's Fair in 1920 in Paris. Nobody seems to be greatly disappointed in consequence. The terrible toil, the worry, anxiety, and loss caused by these immense exhibitions, which benefit only a portion of the community, and injure the provinces, because they bring everyone to Paris, have lost them their popularity. The proposed Exhibition of Decorative Art, which may be organized for nine years hence, is, on the other hand, meeting with favour, and in Paris if anywhere, it will have a real success.

KING EDWARD MEMORIAL.

Though Paris is an artistic city, it will be still more so two years hence, when the houses comprising "La Rue Edouard VII." will, it is expected, be ready for occupation. The thoroughfare will be private and looked after by twenty officials, selected from the police forces of various European capitals. Right and left there will be two spacious pavements of marble in Venetian style, besides a garden, in which will be erected a statue to our late beloved Monarch—King Edward VII.—who was such a great favourite with the French, Parisians in particular. Porticoes will be found outside the houses with glass roofs, and protection from rain and a convenient place for smoking in fine weather. The houses will be of a sumptuous character, and there will be a large chamber for concerts and other meetings common to all the residents.

ANTHROPOMETRY.

The movement, which has been started in this metropolis for generalising the Bertillon anthropometric system is severely criticised. So long as it is confined to undesirable all wall and good, but to measure everybody in skin to taking one and all to be criminals. Such personal reflection will not be tolerated. Until lately the system was used only for criminals, but it appears that the police during the last few months found its use of great value as regards the identification of strollers and gipsies without any fixed address. All these have now to submit to anthropometric measurement and photography. Though the scheme has not yet been completely worked out, it is nevertheless the intention of M. Bertillon and M. Monis—who is nearly himself again—to make it obligatory for every resident to be measured and photographed, and every foreigner in France to be measured and photographed within a few days of arrival. The idea is to make everybody take out a Bertillon card, a copy of which will be kept at the Prefecture. The value of this system is easily understood, as it will make mistakes in identity quite impossible in the future. Every journalist in Paris who has visited M. Bertillon has been put upon record. M. Bertillon makes this a condition of granting an interview. It is not so easy to persuade people that anthropometry and criminality are only fortuitously allied. Those with a clear conscience have nothing to fear; those who object to being measured and anthropometrically, and who are perfectly honest will keep away from France.

AVIATION.

Where else can aviators fly to? Two most interesting aerial races have just been won. That from Paris to Madrid—rather an exciting adventure, eagles haring the way—was brilliantly won by that intrepid French aviator, M. Vedrines, who accomplished the journey in 12 hours, or less than half the time required by the fastest express. The winning competitor in the Paris to Rome flight was M. Beaumont (Naval Lieutenant de Comandante) in record time, who won 100,000 francs. M. Garros arrived second, winning 50,000 francs. Had it not been for a mishap at Nice, M. Garros, who had been leading all the way, would have scored first prize. At the last, it was a "neck-and-neck" race between M. Beaumont and M. Garros. Both received tremendous ovations, and seldom has such skill and daring been displayed. After the splendid performance of these aviators railways pale into insignificance. Why not try a flying-race from Paris to Berlin next? Unfortunately, everything German is still unpopular in this country. Surely, sportsmen ought to be above such ideas.

ARMY NEWS.

The 2nd Battalion Royal Fusiliers has won the Empire Day shooting competition. Their score was 3604.

It is notified that His Majesty the King-Emperor has been graciously pleased to approve of the date "1803" being added to the honorary distinction "Delhi" borne by the 2nd Queen's Own Rajput Light Infantry in order to distinguish it from the distinction "Delhi" awarded for the siege and capture of Delhi in 1857.

NEW PORTUGUESE MONETARY SYSTEM.

The current issue of the *Boards of Trade Journal* states that the *Diário da Governor* of May 26 contains the text of a decree for the introduction in Portugal of a new monetary system. The new unit is to be the "escudo," equivalent to 100 reis, and is to be subdivided into 100 centavos. Provision is made for the issue of a maximum of 5,000,000 1 escudo pieces, 50,000,000 50 centavo pieces, 15,000,000 20 centavo pieces, 20,000,000 10 centavo pieces, and an aggregate of 225,000,000 pieces consisting of 4, 2, 1, and 1/2 centavos. The new system will be adopted by the Government for public accounts at such time as may be opportune.

LATE TELEGRAPHIC NEWS.

LORD KITCHENER AS A RAILWAY DIRECTOR.
London, June 9th.

Several papers are commenting severely on a situation which permits Lord Kitchener to devote himself to the Directorship of a Railway instead of to Imperial service.

THE DEUTSCHE ASIATISCHE BANK.
London, June 9th.

Herr Dernburg has been re-elected to the Directorship of the Deutsche Asiatische Bank, which he resigned when he was made Colonial Secretary.

ANOTHER AVIATION FATALITY IN GERMANY.
Berlin, June 10th.

The airman Schenda went up with a passenger at Aldershof in an attempt to beat the altitude record. When at a height of 6,500 feet he tried a *vol plane*, but the monoplane tilted and dropped vertically. Both men were killed.

A RUSSIAN STEAMER ON FIRE.
St. Petersburg, June 9th.

An Amur passenger steamer, carrying a number of Korean labourers, caught fire. She was burned, but in their panic the passengers jumped into the water. It is feared that the deaths are numerous.

DEATH OF JUDGE BACON.
London, June 10th.

The death is announced of Judge Bacon. [Judge Bacon had been a County Courts Judge since 1878. He was born in 1832, and was a son of the Right Hon. Sir James Bacon.]

AN OUTRAGE IN BERLIN.
Berlin, June 11th.

Three policemen who were attempting to arrest a man charged with assault were shot dead by the latter, with a Browning pistol, in the Friedrichstrasse. The murderer committed suicide.

THE LATE QUEEN VICTORIA.
London, June 11th.

The Maharajahs of Jodhpore, Idar, and Eikanir and Sir Pertab Singh, by permission of the King, visited the Albert Memorial Chapel at Frogmore, and placed wreaths on the tombs of Queen Victoria and King Edward.

MR. LLOYD GEORGE AT BIRMINGHAM.
London, June 11th.

Mr. Lloyd George was given a remarkable reception at Birmingham yesterday when he explained the Insurance Bill to an audience of 3,000. There were 140,000 applications for tickets. Crowds cleared the Chancellor along the route from the station to the Town Hall.

He said he hoped the Bill, the principles of which had been accepted with unanimous approval, would be enacted within the next three months. He proceeded to talk of the "wolves of hunger" prowling constantly about the doors of millions in this favoured land—where, together with great and extravagant wealth, multitudes are unable to earn a bare subsistence. The Bill would avert myriads of ruined homes and broken hearts.

He agreed with Birmingham's great citizen, Mr. Chamberlain, when he said that preventable illness filled the workhouses. He compared the care devoted to the brewer's horse or a piece of machinery with the neglect of the workers. A sense of proprietorship in the workers must be cultivated in a State of which they were the greatest asset. He would treat the man receiving the rates on ground rents of insanitary dwellings as he would the receiver of stolen property. If Great Britain were made worthy of the splendid Empire of which it was the centre it must be cleansed of foul habitations.

TRANSVAAL GOLD MINES.
London, June 12th.

The Transvaal mines in May produced gold to the value of £2,913,734 sterling, the largest amount in their history.

DEATH OF MRS. CASPER NATION.
London, June 12th.

The death is announced of Mrs. Casper Nation at Leavenworth City, Kansas, on June 10th.

PLURAL VOTING DOOMED.
London, June 12th.

A Government Bill prohibiting plural voting will be introduced after the Coronation.

QUEEN MARY'S CORONATION ROBE.
London, June 12th.

The Queen's Coronation robe is of Princess shape, in ivory duchesse satin. The whole of the front is embroidered with ten shades of gold thread, commencing with a band resembling water near the hem representing the seas of the Empire and bearing lotus lilies. Rising from the band is a design introducing an Imperial emblem the Rose, the Thistle, the Shamrock, the Star of India, oak leaves, and acorns. Dependent from the shoulders is a train of purple velvet, six yards long by 1½ yards wide.

POLO ACCIDENT.
London, June 12th.

The Duke of Westminster, while playing polo at Roehampton, while playing polo at Roehampton, collided with Lord Wodehouse. Both fell and apparently the poles rolled over them. The Duke's right collar-bone was dislocated and Lord Wodehouse was badly shaken.

THE P. & O. "MEDINA."
London, June 12th.

The steam trials of the P. & O. *Medina*, on which the King and Queen are travelling to India, held on the Clyde, were entirely satisfactory. The work of fitting-out is now proceeding. The official trials take place in August.

ASSISTANT UNDER-SECRETARY FOR INDIA.
London, June 13th.

Mr. Lionel Abrahams, Financial Secretary, at the India Office, has been appointed Assistant Under-Secretary for India. He will be succeeded as Financial Secretary by Mr. Newmarch.

INDIA'S OPIUM REVENUES.
London, June 13th.

The House of Commons re-assembled to-day. Mr. Ashley asked whether the cost of meeting the loss on the opium revenue would fall on the British or Indian tax-payers.

Mr. Asquith replied that, at present, the extent of the loss had not been determined. It would depend on contingencies and it was impossible to forecast it accurately. Hitherto, there had been no loss.

PARCEL POST TO CHINA VIA SIBERIA.
London, June 13th.

Replying to Mr. Ginnel, Sir Herbert Samuel stated that he hoped shortly to institute a parcel post service from England to North China via Siberia.

DEATH OF A LADYSMITH HERO.
Calcutta, June 14th.

Captain Bond, the great shikari, and Ladysmith Hero of the Rifle Brigade, died at Calcutta yesterday.

INDIAN OFFICIAL CHANGES.
Calcutta, June 14th.

Sir Edward Baker, Lieutenant-Governor of Bengal, goes home in July for four months owing to the serious illness of his son.

A STATEMENT CONTRADICTED.
London, June 15th.

Sir Rufus Isaacs contradicts the statement that he is to be made a Lord of Appeal.

INTIMATIONS

ERUPTION ON BOY GREW UNBEARABLE

Cried for 18 Months, Day and Night.
Scab Formed from Head to Foot.
Was Told Only Time Would Cure It.
Tried Cuticura Soap and Ointment.

First Application Eased Itching.
Kept On! All Scabs Cleared, Now
Bonny Boy, Spotlessly Clean.



"My little grandchild had some white spots breaking out on the skin and then they were full of watery stuff and itched. The result was that they broke and formed a scab which was over his body from head to foot, so that it became unbearable for him. He cried for about fifteen months day and night. I tried two or three doctors, but they did him no good, only that they gave some powders to make him sleep, and that was only for a short time as the effect of them was soon over. They could not make out what was the reason. Nothing would cure it, only time, they said, but I was not satisfied, so I tried the Cuticura Soap and two boxes of Ointment. The first application eased the itching so I kept on and all the scabs got cleared, and now he is a bonny boy, spotlessly clean without a sign of anything on his skin. Before applying the Cuticura Remedies, he was all covered with scabs and sores, only skin and bones, so I must thank the wonderful Cuticura Remedies. They saved the child's life." (Signed) Mrs. J. Thomas, South Wales, Mar. 3, 1910. Outcures Remedies are sold throughout the world, with depots in all world centers. No other treatment for the skin can compare so pure, economical and speedily effective.

GOLD

AND

SILVER

WATCHES

ENGLISH,

SWISS

AND

ELGIN

SUPERIOR

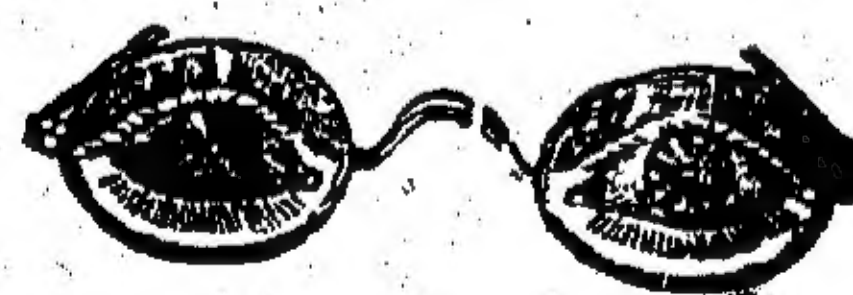
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SHIPPING IN PORT.

STEAMERS	
ARABIAN, German str., 2,172, Broad, 21st June	—Port Arthur and Manila 17th June, Oil
BESSEY DOLLAR, British str., 2,327, Cross, 17th June	—Manila 13th June, Lumber and Hemp—Order
BRAND, Norwegian str., 1,519, Evansen, 8th June	—Nanchang 30th May, Chefoo 2nd June, General—T. & Co.
CHONGHING, British str., 1,259, V. McLiddell, 26th June	—Tientsin and Ports 18th June, General—Jardine, Matheson & Co.
CRUIER, British str., 1,143, F. McGarity, 17th June	—Swatow 16th June, Ballast—Butterfield & Swire
CHIU, Japanese str., 7,250, William Woodens Green, 20th June	—San Francisco 24th May, General—Toyo Kisen Kaisha.
CHOYHANG, British str., 1,424, M. Courtney, 26th June	—Shanghai and Swatow 25th June, General—Jardine, Matheson & Co.
CHUNHANG, British str., 1,418, C. Matlock, 18th June	—Singapore 31st May and Penang 19th June, Coal—Jardine, Matheson & Co.
DAON, Norwegian str., 883, Solverson, 22nd June	—Hogonay 20th June, Coal—Aagaard, Thoresen & Co.
DATTA, Japanese str., 1,735, Nakamoto, 12th June	—Molokai 5th June, Coal—M. B. K.
EMPEROR OF INDIA, British str., 5,940, E. Boetham, 22nd June	—Vancouver, B.C., 31st May, Mail and General—C. P. R. Co.
ETTERDALE, British str., 2,217, Stephens, 19th June	—Molokai 12th June, Coal—Doddwell & Co.
FALLS OF MONTE, British str., 3,457, G. M. Pike, 19th June	—Philadelphia, Kerosene oil—Standard Oil Co.
GREGORY ARCAD, British str., 2,961, S. H. Nelson, 26th June	—Calcutta 11th, Penang 17th and Singapore 20th June, General—David Sassoon & Co.
HETTER RICKMERS, German str., 2,325, J. Sanders, 26th June	—Emden 14th June, General—Order
HENRY LIPSEN, Norwegian str., 4,578, Chr. Smith, 17th June	—Portland 10th May, General—Portland & Asiatic S.S. Co.
Hoi Fung, steam trawler, 69, Cameron, 19th June	—Swatow 28th April—Hongkong Fisheries Co.
HONGKONG, French str., 739, A. Carnelissen, 26th June	—Hainan 24th June, Rice—A. R. M.
HUPERT, British str., 1,825, Tucker, 16th June	—Nanchang and Chefoo 9th June, General—Butterfield & Swire
KIANG PIN, Chinese str., 1,222, U. Udden, 26th June	—Chinkiang 20th June, General—Chinese
KWANGTAN, Chinese str., 1,536, Stewart, 17th June	—Shanghai 14th June, General—C. M. S. N. Co.
KWONGHONG, British str., 1,965, W. F. Richard, 18th June	—Wakamatsu 12th June, Coal—Jardine, Matheson & Co.
LAIRANG, British str., 2,225, E. J. Tadd, 23rd June	—Singapore 17th June, General—Jardine, Matheson & Co.
LANDRAT SCHEIFF, Ger. str., 1,015, A. Struve, 24th June	—Bangkok 14th, Swatow 23rd June, General—Kin Yee Lung
LYMAN, British str., 1,351, D. C. Williams, 26th June	—Shanghai 22nd June, General—Butterfield & Swire
LOONG SANG, British str., 1,091, G. W. G. Leach, 27th June	—Manila 16th June, General—Bank Line, Ltd.
MANDARIN, Japanese str., 3,246, T. Ota, 16th June	—Molokai 10th June, Coal—Mitsui Bussan Kaisha.
MARIE, German str., 1,169, Schlicker, 23rd June	—Saigon 19th June, Rice—Jensen & Co.
MURK, British str., 3,066, Y. A. Thomas, 10th June	—Bali Papan 2nd June, Bulk Oil—Aagaard, Thoresen & Co.
NANCHANG, British str., 1,053, Robertson, 23rd June	—Chefoo 18th June, General—Butterfield & Swire
ONSANG, British str., 1,737, A. J. Smith, 25th June	—Chingwangtao 19th June, Coal—Chinese Engineering & Mining Co.
PHANANG, German str., 1,021, Mangelsdorf, 26th June	—Bangkok 16th June, Rice—Butterfield & Swire
RAJABURI, German str., 1,139, C. Wolf, 24th June	—Batu Kiah 15th June, Rice and General—Butterfield & Swire
RAJAH, German str., 1,275, H. C. Rehn, 24th June	—Rejang 18th June, Timber—Butterfield & Swire
SABINE RICKMERS, Dutch str., 573, D. E. Boero, 19th June	—Swatow 18th June, Kerosene oil—Asiatic Petroleum Co.
SHANTUNG, British str., 1,859, J. Robinson, 20th June	—Hogonay 18th June, Coal—Butterfield & Swire
SHINJI MARU, Japanese str., 3,718, K. Idano, 26th June	—Molokai 21st June, Coal—Ataka & Co.
SIAM, British str., 992, Bines, 23rd June	—Kobe 17th June, General—Asiatic Petroleum Co.
SIGNAL, German str., 907, P. Doss, 24th June	—Hainan 21st and Hainan 23rd June, General—Jensen & Co.
SI-KIANG, French str., 615, E. de Catalano, 18th June	—Hainan 15th June, General—Messageries Maritimes
SOBUT MARU, Japanese str., 1,119, K. Sakawa, 26th June	—Swatow 25th June, General—Osaka Shosen Kaisha.
THATAP, Dutch str., 2,740, A. W. La Rooy, 24th June	—Java 14th and Swatow 23rd June, Sugar—Java-China-Japan Lijn.
TROCAR, British str., 4,871, H. Miller, 26th June	—From Tarekan, Liquid fuel—Asiatic Petroleum Co.
YONAH, British str., 1,240, G. W. Eddy, 9th June	—Nanchang 2nd June, Coal—Butterfield & Swire
ZAFIRO, American str., 1,408, M. C. Smith, 27th June	—Manila 24th June, General—Shevan, Tomes & Co.

LATEST STEAMER MOVEMENTS.

The Apur str. *Catherine Apur* from Calcutta left Singapore on the 26th inst. afternoon, and may be expected here on or about the 3rd prox.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS. July to December 1910. With Index. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 28th March, 1911

NEW STORIES OF THE QUEEN.

The "Life of Her Majesty Queen Mary" has just been issued by Messrs. Nelson in their Shilling (Net) Library. This volume, which contains some interesting photographs, comes from the pen of Sir Clement Kinloch-Cooke, who wrote a Memoir of the Queen's mother, the late Duchess of Teck.

In preparing the present "Life" the author has had facilities for gathering the soundest information, and the material which he has used is as acceptable as the style of shaping it. The girlhood of Princess May was a happy one—a bright augury for a happy life—and in books she took a particular delight.

Her plan was to read something every day, and then to talk it over with the lady who had been her governess and had remained with the family, the discussion being carried on either in French or German according to arrangement. Each morning Princess May read a chapter in the Bible, and no matter how many things had to be done, her religious duties were never neglected or postponed. No uncut books were found on her bookshelves, and the well-turned pages of each volume showed that it was continually in use. Princess May's favourite authors were George Eliot, George Meredith, and George Gissing, while the works of Macaulay, Froese, Lamb, Motley, Milnes, Goethe, and Dante also found a place in her small library. Order and regularity were two of her guiding principles as she grew up to womanhood, and nothing was ever out of place in her boudoir; the books were properly classified, while her writing-table was always neatly arranged.

It did not, however, possess her mother's passion for music, she was fond of singing, and her voice, naturally sweet and sympathetic, improved in quality and strength under the able tuition of Signor (now Sir) Paolo Tosti. For the ordinary love song the Princess had no fancy, preferring songs like "The Lost Chord" and "The Convent Gate." Sacred music always appealed to her, and she was fond of hearing the organ played and listening to the singing of a voluntary choir.

In those days sport was not so much in vogue for ladies as it is now. Her father looked upon a sport as a man's pastime; he did not consider it added to the attractions of a woman. Accordingly sport was not encouraged on the feminine side at White Lodge. An exception was made as regards driving, and Princess May might often be seen about the neighbourhood driving the ponies given her by the late Duke of Richmond, when she came of age. Drives was a popular game at White Lodge, and whoever was fortunate enough to play with the Princess was generally found to be on the winning side. In all things she was her brother's comrade and playmate, and whatever pleased them was sure to please her.

Her unavailability, too, was as marked as her kindness of heart. It made no difference if the person in need of help were a stranger or not, the Duchess and her daughter invariably displayed the same kindly spirit. Chancing one day to be in Kew Park, the Princess noticed a nursemaid trying to get a perambulator under a wire fencing in order to save herself a long journey round. After several unsuccessful attempts the girl was about to abandon her project, when the Duchess, going up to her, said, "I think I can help you; if you take the baby out, my daughter and I will push the perambulator." The young woman was most grateful for the assistance, but remained in ignorance of the fact that it was the Duchess of Teck and Princess May who had rendered her the timely aid.

Coolness and presence of mind at critical moments have always characterized Queen Mary. Before her marriage, when staying in an hotel with her mother, a woman forced herself into the dining-room, just as the ladies were sitting down to dinner. Advancing quickly towards them, the woman said in a threatening voice: "You come along with me." Many young ladies would have been greatly agitated at so unusual an occurrence. Not so Princess May, who remained seated until the woman was ejected by the servants.

And again: Some years afterwards, when staying at St. Moritz, a fire broke out which threatened to overcome the little village. With wonderful presence of mind the Duchess of Teck and Princess May joined the rescue party, assisting to carry out things from the burning dwelling with their own hands. Next day they were the first to go among the sufferers from the fire, offering words of consolation and starting a subscription in their aid.

During her travels abroad Queen Mary was a great favourite and as popular as in England. In New Zealand 6,000 Maoris paid homage to the Royal visitors.

The characteristic address presented by the chief concluded thus: "Hear, O Princess! From the fast lands of the earth, from remote Hawaii, across the great sea of Kiva, you have come to see the lands and people. It is well, for by so doing you have drawn closer the bonds of love which do knit all together. Welcome and farewell! Farewell, since you must pass on! It is enough that we have seen. We wish you a safe return to our King and Queen, from whose presence you have come to gladden our eyes in this most distant part of the Empire. God save the King!"

The Indian visit, too, had many interesting episodes. Discussing her knowledge of India, a gentleman who had spent the best part of his life as an official in the country, and was intimately acquainted with all things Indian, observed to a friend, "I consider the Princess has a very good grasp of Indian affairs, quite remarkable in a woman."

On one occasion a tall Indian beauty pressed forward, and in shrill tones demanded help. The suppliant's husband, found guilty of murder, had been transported to the Andamans. She explained that the murder was amply justified, and entreated the Princess to recall her husband from exile. It was pointed out that her husband's Highness could not interfere in such a case. She is a Queen, and not able to venture to see my husband! "Cannot a meeting be done for her?" asked the Princess, and something was done; but better and more precious than the money gift were the sympathy and compassion of the woman for the wife.

Since the accession people have talked much of Queen Mary, and interest in her public and private life grows every day. Her Majesty takes a great interest in children, and has many happy anecdotes to tell of her own.

An amusing little story may here be told of the Prince of Wales when he was four years old. He had been allowed to come down to breakfast with his parents. After sitting at the table for a while in silence, apparently waiting for something to be brought to him, he turned to his mother and said, "Please ask—(the footman) to bring some cold water." "Why do you want cold water?" this mother inquired. "To wash my hands after I have eaten my orange." It was then discovered that the little Prince's morning orange had been forgotten.

BY ROYAL WARRANT

PURVEYORS TO
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When seven years of age he received his first deputation, consisting of boys from the Duke of York's School, who presented him with an album giving the history of the hundredth anniversary of its foundation. With King Edward his grandson was a special favourite, and the monarch and the child would often have conversations together. One day, replying to a question as to what he had been reading, he answered, "The story of Perkin Warbeck, who pretended to be of Royal descent but really was born of respectable parents." The answer much amused King Edward, and he laughed heartily.

One afternoon on board the *Crescent* the Prince of Wales was given a toy sword by the officers. "You must thank the officers for their gift," said his father, who was present. Whereupon the little Prince mounted a chair and made what may be regarded as his first speech. Speaking out clearly and without any hesitation he said: "I thank you for the beautiful sword, which I shall always keep in remembrance of this day."

Concluding, the author says: Her whole life speaks of kindly thoughts and kindly deeds; it affords her pleasure to give others pleasure. Whatever she goes she carries with her a radiant personality, and the same gracious manner is meted out to everyone—high, low, rich, or poor. To old friends she is most faithful, and for old retainers most thoughtful. Once a friend of Queen Mary's always a friend. No wonder she is universally beloved, and the more so by those who know her best.

No Queen of England ever entered upon her queenly estate better qualified to fill that exalted position. No Queen ever had a greater hold on the affections of the people. By every class, in every clime throughout the Empire, the same sentiments find expression—respect and admiration for her lofty ideals, true patriotism, family devotion, strong sense of duty, warm heart, and above all for her reverent regard for religion.

RESTORING THE GARDEN OF EDEN.

TURNER'S NOVEL ENTERPRISE WITH BRITISH LAD.

Sir William Willocks, who, in the interest of the Turkish Government, has spent about three years surveying in Mesopotamia, has discovered the locality of the Garden of Eden, namely, in the district between Babylon and Bagdad.

In the time of our first parents this region must have been a fertile paradise, but now, like many other places, it has been better days—in fact, it is almost a desert. But that does not suit the purpose of the Turkish Government, which, as we all know, has now opened up an era of almost reform, and it is going to do for Mesopotamia—i.e., the "region between the two rivers," Tigris and Euphrates—what the Anglo-Egyptian Government has already done for the country of the lower Nile. The late Sir John Aird was the contractor who built the vast barrages at Assuan, so as to suffice the arid regions around with the fertilising waters of the Nile; and Sir John Jackson is the man who is to perform corresponding feats on the Euphrates, under a job contract, which will run into something like 20 millions sterling. And may he live to get every penny of his money from the Sultan's Treasury!

Already what soldiers term an "advance party" of about 3,000 men is engaged on rough preliminary work—laying out the camp, so to speak—and the executive staff of the enterprise is now being selected by Sir John Jackson, assisted by his first-in-command, of the constructive army of Mesopotamia. This is Mr. Arthur Noel Whitely, another Yorkshireman, who has just reached London from South America, where he was second-in-command of another great job—constructing a railway, which will run 300 miles long across the Andes, from Arica, in Chili, to La Paz, the capital of Bolivia. Herodity in human character and accomplishment is well illustrated by the fact that Mr. Arthur Whitely is a son of Mr. John Robinson Whitely, whose powers as an organiser and administrator were successfully evinced by his four national exhibitions at Earl's Court, and by his subsequent creation of La Tuquet and Harleford, the new Anglo-Turkish resort south of Epsom.

His only son, Arthur, was educated at Harrow and the Royal Agricultural College, Cirencester, where he carried everything before him in the shape of scholarships and prizes. For several years he acted as inspector in all parts of the Kingdom to the Board of Agriculture, and he was invited to join Sir John Jackson's firm, for which he did supervisory work in the making of a harbour at Burntisland, on the Forth, as well as the new Devonport Docks and other great undertakings.

Having thus variously exercised his "practical hand," Mr. Arthur Whitely is now about to address himself to what his friends are sure will prove his masterpiece. He is going to put the spade in at India, the Assuan of the Euphrates; but that will only be one of three great bargains on this unexplored river and the Tigris. At first a district of 600,000 acres will be irrigated, at a cost of £1,500,000, after which the value of the land, now practically nil, will then be at least £10,000,000. When entirely irrigated, Sir William Willocks, his surveyor, estimates that this reconstituted Garden of Eden will have acquired a value of £38,000,000. And then—

Even as a bare which bounds and horns pursue
Pant to the place from which at first it flows,
we can all emigrate and secure small holdings among the reeds where Adam succumbed to the subtle wiles of Eve, unless, indeed, we discover on the eve of our departure for the origin of all evil and our race, that we have been anticipated by the Germans, who are well known to be casting covetous eyes towards Asia Minor as a field of colonisation.

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Hongkong, 12th May, 1911. 1636

MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

BRITISH
Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Lowndes, Yangtze.
Astrea, 2nd class cruiser, 4,260 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, en route to Weihaiwei.
Atlas, admiral's tug, 615 tons, 1,400 i.h.p., Master S. West, Hongkong.
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. G. Washington, Shanghai.
Britannia, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. J. M. Barker, Shanghai.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Comdr. H. Lynas, Shanghai.
Cerberus, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.
Olio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe, Weihaiwei.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, en route to Weihaiwei.
Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Hon. Guy Stopford, Hongkong.
Earl, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p., Lt. Comdr. Hon. Guy Stopford, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 5,000 h.p., Lt. Comdr. M. B. R. Blackwood, Weihaiwei.
Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. J. Farguhar, cruising.

Kinsha, river gunboat, 616 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lynas, Yangtze.
Morris, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Comdr. B. O. M. Davy, Sundakan.
Minotaur, armoured cruiser, 3,500 tons, 10 guns, 10,000 h.p., Lt. Comdr. L. Winslow, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Wooming.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Hongkong.
Moonraker, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. G. P. Leith, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine engines, Comdr. George P. E. Hunt, D.S.O., en route to Hongkong and Weihaiwei.
Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Hillier, 2nd Woodard, B.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lamb, Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Cosmo A. O. Douglas, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. Southby, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo-boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyre, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 300 i.h.p., Lieut. Comdr. R. J. Buchanan, Yangtze.
Thistle, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Hongkong.
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Harold D. Adair, Hall, Weihaiwei.

Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut. Comdr. R. L. Hazcock, Penang.
Whiting, torpedo-boat destroyer, 350 tons, 6 guns, 5,900 h.p., Lieut. Comdr. G. B. Hartford, Weihaiwei.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lt. Comdr. M. H. Wilding, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. R. Brooke, Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Yangtze.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., SEATTLE & PORTLAND (Or)

VIA

SHANGHAI AND JAPANESE PORTS.

Steamers	Tons	Captain	To Sail on or About
LUCERIC	6,400	J. Mathie	30th June.

To be followed by other Steamers of the Company at regular intervals.
The Steamers of the BANK LINE, LTD., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, and Central and South America. Will call at AVOY and KEELUNG if sufficient inducement offers.
The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Luceric" and "Orterio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to America and Canadian Ports.
For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED,
KING'S BUILDING, PRAYA CENTRAL.

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INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading, from HONGKONG to BETRA, DELAGOA BAY, DURBAN (Natal) EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

PROPOSED SAILINGS.
FROM HONGKONG: 22nd July.
FROM COLOMBO: STEAMER ... 12th August.

For rates and further information, apply to—
THE BANK LINE, LIMITED,
(MANAGING AGENTS),
Hongkong, 26th June, 1911. 173

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE & MOJI "YEDDO" About 3rd August.

For Freight and Further Particulars, apply to
OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
46 J. YORK BUILDINGS TOP FLOOR

VISITORS AT HOTELS.

HONGKONG HOTEL.

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Mr. W. Buckley
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Mr. G. H. Evans
Capt. G. W. Eddy
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Mr. Eng-drecht
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Mr. J. Robe ton
Mrs. G. Sachs
Miss K. Sachs
Mr. A. L. Shields
Mr. E. D. Stewart
Mr. B. Webb
Mr. W. Hyde
Mr. Otto W. Jassinger
Mr. and Mrs. E. A. J.
Williams
Mr. J. W. Wilson

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Mr. H. Adam
Mrs. F. Acton & Maid
Mr. E. Arndt
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Mr. F. Berington
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Mr. J. Graham
Mr. & Mrs. C. E. Harvey
Dr. Holson
Mr. H. Hoffman
Mr. H. Koch
Mr. & Mrs. P. P. Lam-mert
and children

Mr. & Mrs. A. C. Logan
Mr. J. F. Macgregor
Mr. & Mrs. L. D. Mandel
Master Mandell
Mr. E. J. McVittie
Mr. K. S. Morrison
Sir Francis Pigott
Mr. J. Robe ton
Mrs. G. Sachs
Miss K. Sachs
Mr. A. L. Shields
Mr. E. D. Stewart
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Mr. W. Hyde
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Williams
Mr. J. W. Wilson

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Mrs. G. Sachs
Miss K. Sachs
Mr. A. L. Shields
Mr. E. D. Stewart
Mr. B. Webb
Mr. W. Hyde
Mr. Otto W. Jassinger
Mr. and Mrs. E. A. J.
Williams
Mr. J. W. Wilson

SHIPPING

ARRIVALS.

HONGKONG, British str., 1,146, Carriak, 28th June—Singapore 22nd June, General—Chinese.
 CHONGKONG, British str., 28th June—Canton.
 CHONGKONG, British str., 28th June—Canton.
 HONGKONG, British str., 1,247, W. O. Pussmore, 28th June—Sv. tow 27th June, General—Douglas, Lupton & Co.
 HSIN CHANG, Chinese str., 1,250, Hamblin, 28th June—Shanghai 24th June, General and Mails—C. M. S. N. Co.
 HUDSON MARU, Japanese str., 2,826, Tozawa, 28th June—Moji 22nd June, Coal—Ataka & Co.
 LINAN, British str., 28th June—Canton.
 NELSON, British str., 4,363, Robt. Day, 28th June—Fremantle, 26th June, General—Butterfield & Swire.
 PHOENIX, British str., 1,055, C. E. Page, 28th June—Sv. tow 25th June, Rice and General—Chinese.
 PRINZ EITEL FRIEDRICH, German str., 4,812, E. Malsow, 27th June—Yokohama 17th June, General—Melchers & Co.
 SUSHU MARU, Japanese str., 22th June—Canton.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 28th June.
 HONGKONG, French str., for Hoihow.
 LONDON, German str., for Banckok.
 NELSON, British str., for Singapore.
 SUSHU MARU, Japanese str., for Hoihow.
 SUSHU MARU, Japanese str., for Swatow.

DEPARTURES.

28th June.
 ANTEA, British str., for Weihaiwei.
 CHONGKONG, British str., for Shanghai.
 E. F. PERINAND, Am. str., for Singapore.
 EKATERINOSLAV, Russ. str., for Singapore.
 FLORA, British str., for Weihaiwei.
 HSIN CHANG, Chinese str., for Canton.
 KWAHNG, Chinese str., for Shanghai.
 MONTAGUE, British str., for Keelung.
 PATIAN, British str., for Europe, &c.
 PRINCE ALICE, German str., for Shanghai.
 SPENZA, German str., for Shanghai.

SHIPPING REPORTS.

The British str. *Empress* reports: Fine weather throughout.
 The British str. *Nelson* reports: Strong S.W. winds from Poochow to Chiloche Pt. light wind to port.

PASSENGERS.

Per *Hain Chung*, from Shanghai, Mr. Fletcher.
 Per *Hain Chung*, from Swatow, Count and Mrs. Tourn and family, Rev. Bunsom, Rev. Wals, Miss E. Porgo and Mrs. A. K. Scott.
 Per *Prinz Eitel Friedrich*, for Hongkong, from Yokohama, Mr. and Mrs. C. S. Campbell, Mr. and Mrs. Assar, Mr. J. N. Wolfson, Mr. and Mrs. Murray, from Kobe, Mr. E. C. Warren, from Shanghai, Mr. A. S. Gubbay, Miss Bonnetta, Mr. James Herford, Lt. Col. C. C. Wright, Mrs. David, Mr. Pink, Miss Gubbay, Capt. J. B. Buchanan, Mr. H. E. Keene, Mrs. L. Silva and family, Misses Eucarnane and Mr. Raymond.
 Per *Princess Alice*, for Shanghai, Mr. A. Wells, Mr. O. Krause, Capt. H. C. Reiser, Mr. A. R. U. Hassan, Mr. and Mrs. A. E. Lauro, Mr. S. Ewing, Miss Phebe, Mr. R. Santos and Mrs. Marnay, for Tientsin, Mrs. A. L. Stein and Mr. J. Hoch.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P.M. S.S. Co. str. *Montana* from San Francisco sailed from Yokohama on the 24th inst. en route to Hongkong and is due to arrive at Hongkong on the 7th prox.
 The T.K.K. str. *America* from San Francisco sailed from Yokohama on the 24th inst. and is expected to arrive here on about 11th prox. via Japan Port.
 The T.K.K. str. *Togo* from San Francisco sailed on the 21st inst. and is due to arrive at Hongkong on the 18th prox.
 THE AUSTRALIAN MAIL.
 The E. & A. str. *Empire* left Sydney on the 11th inst. for this port via Queensland ports, Port Darwin and Madras.
 THE CANADIAN MAIL.
 The C.P.R. Co. str. *Empress of Japan* left Vancouver, B.C. for Hongkong (via usual ports of call) on the 21st inst. at 6 a.m.
 MONSIEUR STEAMERS.
 The P. & O. S. N. Co. str. *Syria* left Singapore for this port on the 26th inst. at 9.30 a.m. and is due here on the 31st inst. at about 6 a.m.
 The *Aper* str. *Japan* from Shanghai and Kobe left Moji on the 27th inst. afternoon, and may be expected here on or about the 2nd prox.
 The "Ben" Line str. *Bendloch* from Antwerp, Middlesbrough, and London left Singapore on the 26th inst. for this port.
 The O.S.K. str. *Chicago* from Tacoma for this port via Japan and Manila on the 27th ult. and is due here on or about the 3rd prox.
 The O.S.K. str. *Canada* from Tacoma for this port via Japan and Shanghai on the 10th inst. and is due here on the 13th prox.
 The Barber Line str. *Salem* from New York on the 10th inst. for Hongkong and Far East.
 The T.K.K. str. *Kyo* from Moji arrived at Hongkong on the 24th inst. from South America, and is due to arrive at Hongkong on or about 1st August.

ON SALE.

A TABLE OF THE
 RATES OF EXCHANGE
 AT HONGKONG
 FOR
 DEMAND DRAFTS ON BOMBAY
 On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver
 FROM 1893 to 1909;
 ALSO
 RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other useful information.
 PRICE: \$1 Cash.
 On Sale at the "DAILY PRESS" Office, or Local Booksellers.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTE	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	A. E. A. Baker	P. & O. S. N. Co.	To-morrow, at 7 A.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	DELTA	Brit. str.	—	E. P. Maffie, R.N.R.	P. & O. S. N. Co.	On 8th July, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBI	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 13th July.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	DENBIGHSHIRE	Brit. str.	—	Cochrane	JARDINE, MATHESON & Co., Ltd.	About 11th July.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	BRISAVIA	Ger. str.	k. w.	Girtenbrun	HAMBURG-AMERICA LINE	On 9th July.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINE	On 7th July.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SPENZA	Ger. str.	k. w.	Fass	HAMBURG-AMERICA LINE	On 6th July.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	HITACHI MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 9th July, at D'light
ROTTERDAM & HAMBURG VIA STRAITS, &c.	MIYASAKI MARU	Jap. str.	—	T. Mura	NIPPON YUSEN KAISHA	On 19th July, at D'light
ROTTERDAM & HAMBURG VIA STRAITS, &c.	YOKOHAMA	Jap. str.	—	J. Randermann	MELCHERS & Co.	On 12th July, at Noon.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	LOVAT	Brit. str.	—	W. Davison	DODWELL & Co., Ltd.	About 7th July.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	MONTAGUE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 12th Sept., at Noon.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 1st July, at 5 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	CHICAGO MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 12th July, at 11 A.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	TAMBA MARU	Jap. str.	—	K. Noda	OSAKA SHOSSEN KAISHA	On 18th July, at 4 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	CANDIA MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 25th July, at 11 A.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	AWA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 15th Aug., at 4 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	LUCEBIC	Brit. str.	—	—	THE BANK LINE, LIMITED	To-morrow
ROTTERDAM & HAMBURG VIA STRAITS, &c.	MONTEAGLE	Brit. str.	—	—	PACIFIC MAIL S.S. Co.	On 15th July, at 1 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	CHICAGO MARU	Jap. str.	—	W. W. Greene	TOYO KAISEN KAISHA	To-morrow, at Noon.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	PERIA	Brit. str.	—	—	PACIFIC MAIL S.S. Co.	On 4th Aug., at 1 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	HERCULES	Brit. str.	1 m.	Racin Wilhelmse	PORTLAND & ASIATIC S.S. Co.	To-morrow, at Noon.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	NIKKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 7th July, at Noon
ROTTERDAM & HAMBURG VIA STRAITS, &c.	KUBANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 4th Aug., at Noon
ROTTERDAM & HAMBURG VIA STRAITS, &c.	PRINZ SIGISMUND	Ger. str.	—	F. Bruning	MELCHERS & Co.	On 18th July, at 4 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	KUNANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 4th July, at Noon
ROTTERDAM & HAMBURG VIA STRAITS, &c.	KYO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 15th Aug., at Noon
ROTTERDAM & HAMBURG VIA STRAITS, &c.	CHONGSHING	Brit. str.	—	Y. Nishi	TOYO KAISEN KAISHA	To-morrow, at 4 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	HUICHOW	Brit. str.	1 m.	Y. McClunm-Liddell	JARDINE, MATHESON & Co., Ltd.	On 8th July, at 4 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	CHOYANG	Brit. str.	—	Hooker	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	LINAN	Brit. str.	1 m.	M. Courtney	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	GREGORY APCAR	Brit. str.	—	C. G. Williams	DAVID SASSOON & Co., Ltd.	To-morrow, at Daylight
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SPENZA	Ger. str.	k. w.	S. H. Nelson	HAMBURG-AMERICA LINE	On 1st July.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	CHINRUA	Brit. str.	1 m.	Benson	BUTTERFIELD & SWIRE	On 1st July, at M'night
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SYRIA	Brit. str.	—	D. C. Greger, M.N.R.	P. & O. S. N. Co.	On 2nd July, at D'light
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ANTU	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 6th July, at 4 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ASSAYE	Brit. str.	—	G. W. Cookman, E.N.R.	P. & O. S. N. Co.	About 6th July.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SILKIA	Ger. str.	k. w.	Sulmer	HAMBURG-AMERICA LINE	About 12th July.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	LUETZOW	Ger. str.	—	J. Bortolot	MELCHERS & Co.	About 3rd Aug.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	YEDDO	Swed. str.	—	Salter	NIPPON YUSEN KAISHA	On 5th Aug.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	COLOMBO MARU	Jap. str.	—	M. v. Wijk Juriaans	JAVI-CHINA-JAPAN LINE	Quick despatch
ROTTERDAM & HAMBURG VIA STRAITS, &c.	TJIBODA	Dut. str.	—	—	OSAKA SHOSSEN KAISHA	To-day, at 10 A.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	OSCHU MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 2nd July, at 10 A.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	DAIGI MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 5th July, at 10 A.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	CHOSHUN MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	To-morrow, at 4 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	NANCHANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at 11 A.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	HAICHING	Brit. str.	2 h.	W. C. Pussmore	DOUGLAS LAFRAIK & Co.	On 2nd July, at 10 A.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	HAINTUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 7th July, at 11 A.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	HAITAN	Brit. str.	2 h.	J. S. Ronoh	BUTTERFIELD & SWIRE	On 2nd July, at Noon.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SUNOKIANG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ZAKIRO	Am. str.	—	M. C. Smith	SHEWAN, TOMES & Co.	On 1st July, at 2 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	LOONGSANG	Brit. str.	1 m.	Teak	JARDINE, MATHESON & Co., Ltd.	On 4th July, at 4 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	TEAN	Brit. str.	—	A. W. Unterbridge	BUTTERFIELD & SWIRE	On 8th July, at 2 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 10th July, at 4 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	RUBI	Am. str.	—	S. Crosby	SHEWAN, TOMES & Co.	On 11th July, at 4 P.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	KAIPOONG	Brit. str.	—	Sidford	BUTTERFIELD & SWIRE	Middle of July.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	BORNEO	Ger. str.	—	F. Semblit	MELCHERS & Co.	On 11th July.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	BOMAY MARU	Jap. str.	—	J. Tanaka	NIPPON YUSEN KAISHA	On 1st July, at Noon.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	LAIRANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	TJILATAP	Dut. str.	—	Roy	JAVI-CHINA-JAPAN LINE	On 5th July, at 9 A.M.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SI-KIANG	Frans. str.	—	E. de Catalano	MESSAGERIES MARITIMES	

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 5th July, 1911, at 9 A.M.

For Passage and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" Sat., 1st July	"EMPRESS OF IRELAND" Fri., 28th July
"EMPRESS OF JAPAN" Sat., 22nd July	"ALLEN LINE" Friday, 18th Aug.
"EMPRESS OF CHINA" Sat., 12th Aug.	"EMPRESS OF BRITAIN" Fri., 8th Sept.
"EMPRESS OF INDIA" Sat., 2nd Sept.	"ALLEN LINE" Friday, 29th Sept.
"EMPRESS OF JAPAN" Sat., 23rd Sept.	"EMPRESS OF IRELAND" Fri., 20th Oct.

The Quickest route to CANADA, UNITED STATES and EUROPE, sailing at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate on Steamers £43 £45.
 First Class rate to London includes cost of meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTAGUE," or vice Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fadder Street and Praya, opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

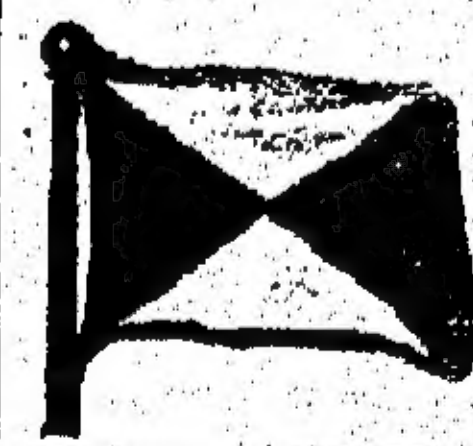
NAPLES, GENOA, ALGIERE,	STEAMERS	TONS	TO SAIL.
GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK"	Capt. J. RANDELMANN, 17,000	Wedday, 12th July, at 10 A.M.
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	"LUTZOW"	Capt. J. BORTFELDT, 17,000	About 12th July.
MANILA, YAP, ANGAUR, NEWGUINIA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Capt. F. BRUNING, 6,000	Saturday, 15th July, at 4 P.M.
KUDAT and SANDAKAN	"BORNEO"	Capt. F. SEMMILL, 5,050	Middle of July.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOHRS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 29th June, 1911.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	14,000	M. C. Smith	Manila, Cebu & Iloilo	On 30th June, 4 P.M.
RUBI	4,000	S. Crosby	Manila, Cebu & Iloilo	On 10th July, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 22nd June, 1911. PHILIPPINES S.S. Co. 13

PORTLAND & ASIATIC S.S. CO.

IN CONNECTION WITH

OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBÉ AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"HERCULES"	3,769	Racin Wilhelmse	On 30th June, Noon.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

King's Building, (Opposite Blake Pier).

FRED J. HALTON, AGENT. 34

VESSELS ON THE BERTH

FOR SHANGHAI, KOBÉ AND MOJI.

THE Steamship

"GREGORY APCAR." Capt. S. H. Nelson, will be despatched for the above Ports on FRIDAY, the 30th inst. at Daylight.
 The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.
 Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.
 For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents, Hongkong, 29th June, 1911. 378

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALACCA (COAST). PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "LOVAT" ... About 7th July. For Freight and further information, apply to RODWELL & Co., Ltd., Agents, Hongkong, 21st June, 1911. 322

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULE, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELTA." Captain E. P. Martin, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 8th July, 1911, at Noon, taking Passengers and Cargo for the above. Ports in connection with the "DELTA" 10,500 tons, from Colombo, passenger accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all Cargo for France, Teas and Cargos for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the S. EGYPT, due in London on the 20th August, 1911.
 Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 26th June, 1911. 1

"SHIRE" LINE OF STEAMERS, LTD

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE." Captain Cochrane, will be despatched as above about 11th July.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 19th June, 1911. 350

BEKANNTMACHUNG.

DIE amtlichen Bekanntmachungen des Kaiserlich Deutschen Konsulats in Canton werden während des Jahres 1911 im OBTASIATISCHEN LLOYD, der CANTON WEEKLY NEWS und nach Bedarf auch in der HONGKONG DAILY PRESS veröffentlicht werden.
 KÄISERLICH DEUTSCHES KONSULAT. Canton, 15. Dezember, 1910. 1403

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	CEYLON Capt. A. E. A. Baker	17 A.M., 30th June	Freight only
SHANGHAI, MOJI, KOBE and YOKOHAMA	SYRIA Capt. D. C. Gregor, R.N.R.	11 A.M., 2nd July	Freight and Passage
SHANGHAI	ASSAYE Capt. G. W. Cockman, R.N.R.	About 6th July	Freight and Passage
LONDON via USUAL PORTS OF CALL	DELTA Capt. E. P. Martin, R.N.R.	Noon, 8th July	See Special Advertisement
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA Capt. F. J. Fox	About 13th July	Freight and Passage

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th June, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI, TSINGTAU, WEIHAI WEI, CHEFOO and NEWCHANG	"LINAN" "NANCHANG"	On 29th June, 4 P.M. On 30th June, 4 P.M.
SHANGHAI	"CHINHUA"	On 1st July, 11 A.M.
HAIPHONG	"SUNGKIANG"	On 2nd July, Noon
MANILA, CEBU and ILOILO	"TEAN"	On 4th July, 4 P.M.
SHANGHAI	"ANHUI"	On 6th July, 4 P.M.
TIENSIN	"HUICHOW"	On 8th July, 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 11th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation Ample, Electric Fans fitted; Extra State-rooms on Deck, aft.
Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.
S.S. "CHENAN" and "CHINHUA" with excellent accommodation.
Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.
Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, 845 SINGLE and 80 RETURN.

TELEPHONE 36

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 28th June, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 30th June, still A.M.
"HAINUN"	Capt. J. W. Evans	SUNDAY, 2nd July, at 10 A.M.
"HAITAN"	Capt. J. S. Roper	FRIDAY, 7th July, at 10 A.M.

During the Month of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 28th June, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"CHOYSANG"	Thursday, 29th June, 4 P.M.
TIENSIN via SWATOW	"CHEONGSHING"	Friday, 30th June, Noon
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 1st July, Noon
MANILA	"LOONGSANG"	Saturday, 1st July, 2 P.M.
MANILA	"YUENSANG"	Saturday, 8th July, 2 P.M.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Pien-tsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 20th June, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO.

MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. SPEZIA	1st July
S.S. SILESIA	12th July
S.S. AMBRIA	28th July
S.S. ALESIA	9th Aug.
S.S. SENEGAMBIA	25th Aug.
S.S. SUBVIA	6th Sept.

For Further Particulars, apply to—

HOMEWARD.

FOR HAVRE & HAMBURG:	S.S. SLAVONIA	8th July
FOR ROTTERDAM & HAMBURG:	S.S. BRASILIA	9th July
FOR HAVRE & HAMBURG:	S.S. SPEZIA	6th Aug.
FOR ROTTERDAM & HAMBURG:	S.S. BRISGAVIA	7th Aug.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th June, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES FOR EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greene	FRIDAY, June 30th, Noon
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon
TENYO MARU	21,000	E. Bent	FRIDAY, July 28th, Noon
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.
The Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 30th June, at Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO).

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon
HONGKONG MARU	11,000	H. Hinokuma	WED'DAY, Dec. 13th, Noon

The Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0, Single
TO NEW YORK	£ 60-0-0, "
TO LONDON	£ 71-10-0, "
"	£ 120-0-0, Return 6 Months
"	£ 125-0-0, " 24 "
"	Yen. 420-00, Single
"	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call. To ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line only).
These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 2½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Commerce Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, Kobe, YOKKAICHI, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	WED'DAY, 12th July, at 11 A.M.
"	"TACOMA MARU"	6,178	WED'DAY, 9th Aug. at 11 A.M.
"	"SEATTLE MARU"	6,182	WED'DAY, 6th Sept. at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.
"	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug. at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW and AMOY	"SOSHU MARU"	THURSDAY, 29th June at 10 A.M.
TAMUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 2nd July at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED'DAY, 5th July at 10 A.M.

During the two months of July and August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of:—

1st CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

1721

"The Beer That's Brewed to Suit The Climate"

JUST THE THING FOR A PIONIC

A SMALL CASK OF

O. B.
BEER.

Fresh from the Brewery.

"Just Try It"

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

The P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 15th July, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Coast Guards, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 4th Aug., at 1 P.M.

CHINA 10,200 Tons FRIDAY, 1st Sept., at 1 P.M.

The S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 1 P.M.

On the Fast Mail Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via New York £25.

HONGKONG TO SAN FRANCISCO £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

[48]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PEYANG, COLOMBO, SUEZ and PORTSAID	HITACHI MARU	7,000	SUNDAY, 9th July, at Daylight
"	MIYASAKI MARU	9,000	WED'DAY, 19th July, at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU	7,000	SATURDAY, 15th July, from Kobe
"	TAMBA MARU	7,000	TUESDAY, 18th July, at 4 P.M.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU	7,000	TUESDAY, 15th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKRO MARU	6,000	FRIDAY, 7th July, at Noon
KOBE and YOKOHAMA	KUMANO MARU	6,000	FRIDAY, 4th Aug., at Noon
"	KUMANO MARU	6,000	TUESDAY, 4th July, at Noon
KOBE and YOKOHAMA	IYO MARU	7,000	THURSDAY, 6th July, A.M.
BOMBAY via SINGAPORE, and COLOMBO	BOMBAY MARU	5,000	TUESDAY, 11th July
SHANGHAI, and KOBE	COLOMBO MARU	5,000	WED'DAY, 5th August

† Calling at Djibouti.

§ Fitted with New System of Wireless Telegraphy. * Carrier Deck Passengers. † Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

[4-40]

T. KUSUMOTO, MANAGER.

STEAMERS PASSED THE CANAL.

May 30th—Helen, Rickmers, Indian, Reigate, Spezia, Baron Minto. June 2nd—Bellevue, Bendeuch, Benlarig, Deucalion, Kabingo, Palma, Patroclus, Cozouze, Syria, Indradale, 6th—Cardiganhire, Liberia, Nippon, Ville de la Ciotat, 9th—Indraganah, Kongor, Maru, Prometheus, 13th—Zaron, Androsan, Montrose, 16th—Austria, Katana, Nore, Sileco, Suez, 20th—Ambria, Armand Belie, Baron Driegen, 27th—Ambria, Armand Belie, Asigonez, Euclon, Camorthenshire, Finisire, Hirano Maru, Jason, Meinam, Sachon, Mishima Maru, Yarra, Nankar.

ARRIVALS AT HOME.

June 27th—Australia, Belgavia, Memnon, Seneca, Tranquibar.

PRINTING

Nothing creates such a good impression in

business as the use of First Class Printing.

The difference in cost between good and bad

printing and material is generally nil.

"THE HONGKONG DAILY PRESS"

PRINTING WORKS

turn out the Best Printing at Reasonable Prices

Seneca, Tranquibar.

PET. WILH. KROMMES ELBERFELD.

SILK RIBBONS, IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG 4, QUEEN'S BUILDINGS, TEL. NO. 960.

C. G. BODEN & SOHNE,

GROSSROHRSDORF, i/sa.

BRACES AND BELTS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hoehle Extra Dry

goat american

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Pushkin*, with the Siberian Mail, is due to arrive here on Sunday, the 2nd proximo.

FOR	FROM	DATE
Manila, Cebu and Iloilo	Signal	Thursday, 29th, 8.00 A.M.
Swatow, Amoy and Ningbo	Signal	Thursday, 29th, 9.00 A.M.
Bangkok	Signal	Thursday, 29th, 11.00 A.M.
Manila, Cebu and Iloilo	Signal	Thursday, 29th, 1.15 P.M.
Swatow, Amoy and Ningbo	Signal	Thursday, 29th, 3.00 P.M.
Bangkok	Signal	Thursday, 29th, 5.00 P.M.
Manila, Cebu and Iloilo	Signal	Thursday, 29th, 5.00 P.M.
Swatow, Amoy and Ningbo	Signal	Thursday, 29th, 5.00 P.M.
Bangkok	Signal	Thursday, 29th, 5.00 P.M.

KIELING, SHANGHAI, NAGASAKI, KOBÉ, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO

Manila, Cebu and Iloilo	Sui Tai	Friday, 30th, 1.15 P.M.
Swatow, Amoy and Ningbo	Sui Tai	Friday, 30th, 3.00 P.M.
Bangkok	Sui Tai	Friday, 30th, 5.00 P.M.
Manila, Cebu and Iloilo	Sui Tai	Friday, 30th, 5.00 P.M.
Swatow, Amoy and Ningbo	Sui Tai	Friday, 30th, 5.00 P.M.
Bangkok	Sui Tai	Friday, 30th, 5.00 P.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE

Manila, Cebu and Iloilo	Chincho	Saturday, 1st, 5.00 P.M.
Swatow, Amoy and Ningbo	Chincho	Saturday, 1st, 5.00 P.M.
Bangkok	Chincho	Saturday, 1st, 5.00 P.M.
Manila, Cebu and Iloilo	Chincho	Saturday, 1st, 5.00 P.M.
Swatow, Amoy and Ningbo	Chincho	Saturday, 1st, 5.00 P.M.
Bangkok	Chincho	Saturday, 1st, 5.00 P.M.

EUROPE, &c. INDIA VIA TUTICORIN. (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Manila, Cebu and Iloilo	Tein	Wednesday, 5th, 11.00 A.M.
Swatow, Amoy and Ningbo	Tein	Wednesday, 5th, 11.00 A.M.
Bangkok	Tein	Wednesday, 5th, 11.00 A.M.
Manila, Cebu and Iloilo	Tein	Wednesday, 5th, 11.00 A.M.
Swatow, Amoy and Ningbo	Tein	Wednesday, 5th, 11.00 A.M.
Bangkok	Tein	Wednesday, 5th, 11.00 A.M.

EUROPE, &c. INDIA VIA TUTICORIN. (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Manila, Cebu and Iloilo	Tein	Thursday, 6th, 3.00 P.M.
Swatow, Amoy and Ningbo	Tein	Thursday, 6th, 3.00 P.M.
Bangkok	Tein	Thursday, 6th, 3.00 P.M.
Manila, Cebu and Iloilo	Tein	Thursday, 6th, 3.00 P.M.
Swatow, Amoy and Ningbo	Tein	Thursday, 6th, 3.00 P.M.
Bangkok	Tein	Thursday, 6th, 3.00 P.M.

EUROPE, &c. INDIA VIA TUTICORIN. (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

EUROPE, &c. INDIA VIA TUTICORIN. (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

June 28th.	
ON LONDON:	Telegraphic Transfer 194
Bank Bills, on demand 194	
Bank Bills, at 30 days sight 194	
Bank Bills, at 4 months sight 194	
Credit, at 4 months sight 194	
Documentary Bills 4 months sight 194	
ON PARIS:	Bank Bills, on demand 228
Credit, at 4 months sight 228	
ON GERMANY:	On demand 184
ON NEW YORK:	Bank Bills, on demand 43
Credit, at 60 days sight 43	
ON BOMBAY:	Telegraphic Transfer 135
Bank, on demand 135	
ON CALCUTTA:	Telegraphic Transfer 135
Bank, on demand 135	
ON SHANGHAI:	Bank, at sight 74
Private, 30 days sight 74	
YOKOHAMA: On demand 74	
MANILA: On demand 74	
SINGAPORE: On demand 74	
BATAVIA: On demand 74	
HAIPHONG: On demand 74	
SAIGON: On demand 74	
BANGKOK: On demand 74	
SOERABAYA: Bank's Buying Rate \$1.00	
GOLD LEAF, 100 fine, per tola \$57.50	
BAR SILVER, per oz. 24.4d.	

SUBSIDIARY COINS.	
Chinese 20 cents pieces, \$7.01 discount.	
Chinese 10 " " \$7.65 " "	
Hongkong 20 " " \$7.00 " "	
Hongkong 10 " " \$7.58 " "	

SHARE LIST.—QUOTATIONS. HONGKONG, JUNE 28TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$88.5 buyers
National Bank of China, Limited	99,925	\$7	26	\$87.10
China Bank, Limited	60,000	\$12	all	\$9. buyers
China Light and Power Company, Limited	50,000	\$5	all	\$11.5 sellers
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$7.10, sal. & bu.
COTTON MILLS.—				
Ewo Cotton Spin. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 83.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 46	all	\$54. sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 78	all	Tls. 46.
Leong Kung-Mow C. Spin. & Weav. Co., Ltd.	10,000	Tls. 100	all	Tls. 53.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22.
Dairy Farm Company, Limited	40,000	\$74	\$6	\$21. buyers
DOCK AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$49. buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55. sellers
New Amoy Dock Co., Limited	10,000	\$50	all	\$8. buyers
Shanghai Dock & Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 62.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 84.
Penwick & Co., Limited	10,000	\$16	all	\$4. buyers
Green Island Cement Co., Limited	7,000	\$10	all	\$19.
Hongkong and China Gas Co., Limited	60,000	\$10	all	\$21. buyers
Hongkong Electric Co., Limited	12,000	\$50	all	\$120. sales
Hongkong Hotel Company, Limited	8,000	\$25	all	\$72. sales
Manila Metropole Hotel Limited	15,000	P. 10	all	\$11. sellers
Hongkong Ice Company, Limited	80,000	\$25	all	\$180. buyers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$17. buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7. buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180. buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$119.
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$105.
Hongkong Fire Insurance Co., Limited	5,000	\$250	\$50	\$335. sales
North China Insurance Co., Limited	10,000	\$15	\$25	Tls. 156. buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$800. buyers
Yantai Insurance Association, Limited	12,000	\$100	\$60	\$200. @ Ex 73
LAND AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$95. sales
Hampshire's Estate and Finance Co., Ltd.	150,000	\$50	\$30	\$25. buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	Tls. 94.
Shanghai Land Investment Co., Limited	70,000	\$50	all	\$47.
West Point Building Co., Limited	12,500	\$50	all	\$700.
MIXING.—				
Société Française des Charbons de Tonkin	16,000	\$250	all	\$2. sellers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$12.
Peak Tramways Co., Limited	25,000	\$10	\$1	\$1. buyers
Philippine Co., Limited	75,000	\$10	all	\$5. buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$81.
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$22. sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11. sellers
Donghai Steamship Co., Limited	20,000	\$50	all	\$19. buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$302. sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$65. L'don. \$5.17/6
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	90/ sellers
Star Ferry Company, Limited	10,000	\$10	all	\$243.
South China Morning Post, Limited	6,000	\$25	all	\$25.
Steam Laundry Company, Limited	20,000	\$5	all	\$64. sales
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9. buyers
Wm. Powell, Limited	15,000	\$7	all	\$3. buyers
Watkins, Limited	10,000	\$10	all	\$3. sellers
A. B. Watson & Co., Limited	90,000	\$10	all	\$53. buyers
Weissmann, Limited	3,000	\$10	all	\$12. buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12. buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$300.
Union Waterboat Co., Limited	108 fiders	\$10	all	\$7.

RUSSIAN.—Daily Wire. 4-1/2 per lb. quiet

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

VERNON & SMYTH, Share-Brokers.

TELE. ADDRESS: MABINEWORK. 司公限有林威積

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Gas Lighting, Heating and Cooking.

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Also the Welsbach Kerosene Incandescent Lamp gives the highest results with the lowest consumption.

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IN 50's & 100's

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PER 100

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STERILIZED NATURAL MILK.

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PRICE:
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\$2.30 Per Doz. Tins.
\$20.00 Per Case of 4 Doz. Tins.

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MUTUAL STORES, Queen's Road Central.
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SPARKLING AERATED WATERS	TELEPHONE No. 135.	WELCH'S GRAPE JUICE	PORTS AND SHERRIES
CLARETS AND HOCKS		DRAUGHT ALES & STOUTS	

FORTHCOMING EVENTS.

Tuesday, 4th July—Hippodrome Circus at Causeway Bay, 9.15 p.m.
Saturday, 15th July—Extraordinary General Meeting of the National Bank of China, Ltd., 12.30 p.m.

ON SALE.

MAIL TABLES

FOR 1911.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival as well as their destinations, as the dates of return Mails.

Mounted on Card ... 30 Cents.

On Paper ... 20 "

On Sale at the Hongkong Daily Press Office.

Hongkong, 6th February, 1911.

Printed and Published by ALFRED NORMAN KEMP for the Concerned, at 10A Des Voeux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street E.C.

OPIMUM.

June 16th.

Quotations are—

Malwa New ... \$2,300/2,250 per picul.

Malwa Old ... \$2,270/2,300 "

Malwa Older ... \$2,320/2,340 "

Malwa V. Old ... \$2,350/2,400 "

Persian fine quality ... \$1.150 "

Persian extra fine ... \$2.025 "

Patna New ... \$2,450 per chest.

Patna Old ... \$2,400 "

Bombay New ... \$2,400 "

Bombay Old ... \$2,375 "

On Sale at—

Hongkong: "DAILY PRESS" Office.

" Messrs. KEMLEY & WALSH;

" Messrs. BREWER & Co.

Canton: Messrs. A. S. WATSON & Co.